

# New League Starts Baseball War

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WEATHER

Cloudy  
and  
Cooler.

Monday

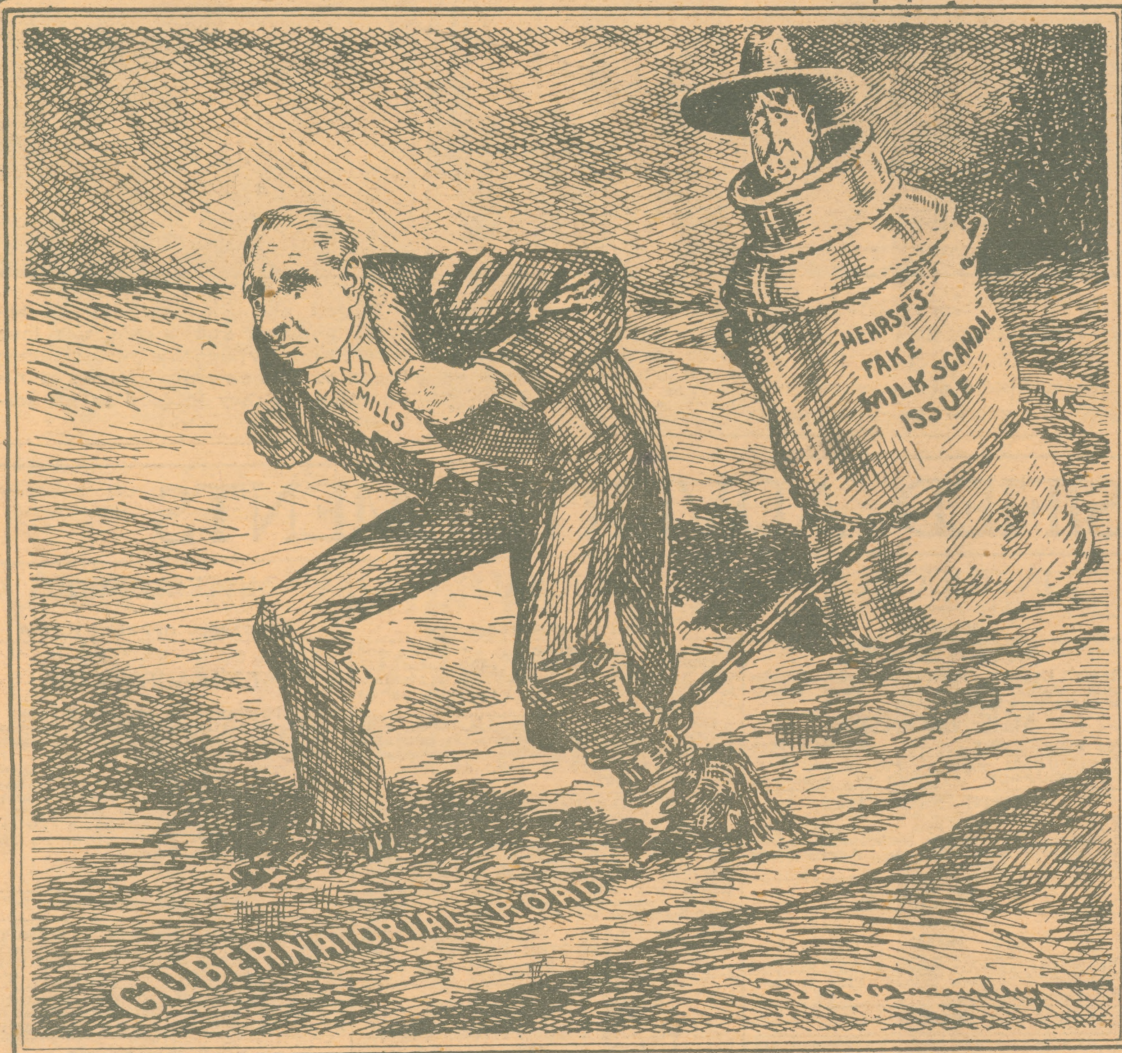
NEW YORK

October 25, 1926

## EVENING GRAPHIC

Nothing  
but the  
Truth

### HOPELESSLY MIRED



### Mills, Millions and Milk

In another part of this paper today appears an account of a report on the milk situation in this city by Alfred W. McCann, known for years as one of the most violently destructive of food experts.

Curiously enough, McCann, who has devoted many years of his life to the work of exposing impure food products, finds himself today opposing the report of Dr. Herbert D. Pease, whose laboratory analysis forms the basis for the charges by Ogden L. Mills that New York's milk supply is impure and adulterated.

McCann gives the milk supply a clean bill of health and recalls that Dr. Pease, in years gone by, fought him when McCann was campaigning for clean milk legislation!

Out of ninety-four samples of milk procured in The Bronx, in as many different sections of that borough, ninety-two were higher than the standard required, according to McCann's report.

In other words, a loose report, which apparently cannot be backed up by Dr. Pease, was seized upon by Mills and his advisers as a campaign "issue" in a frantic and desperate effort to turn the people against Al Smith.

Governor Smith was right when he said that this was nothing more than an attempt to frighten the fathers and mothers of New York.

When a millionaire, handicapped by his wealth, wants to further his political ambitions by forcing his way into the governorship, he will resort to many things. Mills knows that the silk-stocking crowd want him in Albany. He is making a blind effort to win the sympathy of the average worker, with whom he has nothing in common. Mills has never known what it means to go hun-

gry. He inherited his millions. Life has been easy for Mills, but this time he has made his greatest political mistake.

He has fastened upon the milk subject as an issue because milk goes into every home. But he will discover that, with all of his tremendous wealth, he cannot grab the governorship by frightening fathers and mothers.

"Mills, millions and milk" will never supplant Al Smith.

### The Queen Drops Her Glove

According to latest reports from the Rumanian front, the good King Ferdinand, worried over the storm of criticism aroused by Queen Marie's gold-digging expedition to the United States, has cabled her to return home at once. It is also reported that British royalty is scandalized over Marie's journey and that Queen Mary has pointedly conveyed her displeasure.

In the meantime, over in Minneapolis a meeting of the Board of Aldermen has wound up in a riot because most of the members of the board objected to being forced to wear silk hats, spats, morning coats and carry canes to greet the Queen. One alderman referred to Marie as "an international gold-digger who has sold her name to a newspaper syndicate and manufacturers of cold cream and other greases." A resolution congratulating the Southern Pacific Railway for refusing free transportation to her Royal Highness was tabled.

It seems as if this queen business has gone far enough. This is not a country of silk hats. If the Queen thought a little more about Rumania's treatment of oppressed races, she might be more popular here.

And, incidentally, what a laugh Bum Rogers must be getting over the news that Inspector Coughlin's regiment of picked detectives was scurrying around the lobby of the Biltmore Saturday night trying to find the Queen's glove!

### Our Silly Automobile Laws

We are all taught that we should respect the law. But in nearly every phase of life we come in contact with laws that are foolish beyond all description.

In order to secure proper respect, it must be deserved. "You can bring a horse to water, but you cannot make him drink."

If we were to pay a penalty for every law we violated, nearly every active individual would be in jail every day of his life.

And the prevailing disrespect for law is entirely due to this deplorable situation.

Take our automobile laws for instance:—

Little or no attention is given to them unless a policeman is in sight. And even then they are frequently ignored.

The rate of speed in New York, for example, is supposed to be fifteen miles an hour. You will frequently find the traffic running from twenty to thirty miles an hour.

There should be but one speed restriction on our statute books for automobiling.

And that law should refer to reckless driving.

There should be no possible objection to any driver going at any rate of speed as long as he refrains from reckless driving.

On an open road in the country where there are no crossroads and the traffic is light, one can drive from thirty to forty miles an hour without being reckless, if he is a competent, experienced driver.

Whether one is driving recklessly or not depends upon the car and upon the driver as well.

If you have good brakes, and they are in order, you can stop within a short distance and you can naturally drive much faster than if you are a novice and your brakes are not of a superior character.

When you are driving in heavy traffic in the city, five to ten miles an hour might be reckless at times.

You cannot possibly make a mileage rate per hour that will justly apply to all cases.

The taxi service in Chicago is about five miles per hour faster than it is in New York, and there is no evidence of any greater amount of accidents.

Taxi service here usually travels from twenty to twenty-five miles an hour in light traffic. In Chicago, it is usually from twenty-five to thirty miles an hour in similar traffic.

The object of the law in all cases is to stop reckless driving.

Therefore, why not make the law read in accordance with its intended meaning?

Reckless driving would cover all cases where censure or arrest is desired.

A general idea might be conveyed by the police regulations as to what should be the rate of speed in certain sections, but it should be elastic, and in every case the complaint should be for reckless driving.

Reckless driving might be ten miles, twenty, or thirty miles an hour. It depends on the kind of car you have, where you are, the kind of driver you are, and other conditions.

It all comes back to the same thing. If you are not a reasonable, dependable driver, you are liable to be reckless at times, and then you should be censured or penalized.

And that is really what the law intends.

Do what you can to help eliminate the chaotic conditions now existing in our traffic legislation.

Wipe our statute books clean of all speed regulations and make one law that penalizes a driver when he is reckless. That restriction should cover all offenses.

*Benjamin Macfadden*